

Picture of the Month



I know you probably want to forget about the snow, but I just had to share this amazing photograph of the Woodstock Square taken by Mike Evans from Jeff Hill's Aeronca L-3 after the February 9th meeting.

C-97 Dodgeville Arrival

By Captain Jeff Hill, Sr. TWA 1964 - 1997

EAA's e-Hotline of April 24 had a link to a neat video clip of an ex-Air Force C-97 landing at, the then, Dodgeville, WI, Airport.

The Boeing C-97 'Stratofreighter' and the KC-97 'Stratotanker' were first cousins of the civilian B-377 'Stratocruiser'. These airplanes were based on the B-29/B-50 design and entered service in the late '40s and 50s. They were among the biggest propeller driven aircraft ever produced.

The C-97 had a max. gross take off weight of 175,000 pounds and cruised at around 300 mph. It was powered by four P&W R-4360 'corn cobs' rated at 3,500 hp each. The wing span was

141 feet and the length was 110 feet. Just twenty of them parked nose to tail would have occupied the entire 2,700 feet of Dodgeville's single runway.

To put this all into perspective, the Dodgeville runway was about the same length as Galt's 09/27—but only half as wide at 30 feet! I could not find out the airplane's main landing gear wheel base but surely it wasn't much less than 30 feet.

The runway had one unique feature for this part of the country; its slope was surely around 4 or 5%. This means the east end of the runway was around 100 feet higher than the west end. Obviously, this meant you had to take off to the west and land to the

Continued on page 2.

Editor's Note

I hope you enjoyed the little bit of fun we had with the April issue of GT! What, you thought all those articles were true? Sorry about that.

You will probably notice this month that **Jeff Hill, Sr.** has contributed much of the content for this issue. Jeff works tirelessly every month to support this publication and is a huge help to me. He has a long standing history with this newsletter; he was the editor for many years before I took it over. I really can't thank Jeff enough for all his great ideas and contributions to the chapter and the newsletter.

Another enthusiastic volunteer who deserves a mention is our new Young Eagles Coordinator, **Ed Brown**. Ed is about to hold his first Young Eagles event at Galt Airport this coming Saturday, May 3rd. And what an event it is shaping up to be.

Ed has been very busy promoting this event (and the airport) to everyone and anyone who will listen. He has met with school principals, community group leaders and even the Wonder Lake Chamber of Commerce to get the word out. As a result, it is promising to be the biggest Young Eagles rally we have ever had. We will also have catered food and a bake sale to raise money for the chapter.

Needless to say we will need lots of volunteer pilots and ground support to staff this event. Even if you haven't volunteered before, please consider helping out on Saturday. I promise you it will be the most fun you have ever had at the airport! Until our next event of course! Hope to see you there.

Beth Rehm, Editor

Continued from page 1.

east regardless of the wind direction.

So, what was this all about? Adjoining the Airport is a very nice and unusual resort hotel called the Don Q Inn. It was one of the best fly-in for lunch discoveries that I ever found. Everything about the place is wonderful. The rooms are 'themed.' I remember one with a spa that was made from a giant copper cheese making kettle. Another example is the white chapel with spire in the center of the complex that is the honeymoon suite.

The food and beverage services are excellent and the prices are in line with what I would call reasonable. The owner thought there could be no better 'prop' than to park this giant 'prop job' in the front yard and there it remains today for all to see and tour.

You can view the landing video at: http://www.youtube.com/watch?v=bS_ogd5MRmo&feature=youtu.be

The airport is long gone. There were many accidents there resulting in several law suits claiming that the airport was dangerous, which of course, it was. It was closed in 1989 or '90 and the runway is now a storage place for heavy road construction equipment.

If you would like an enjoyable



The C-97 "Stratofreighter" parked at the Don Q Inn, Dodgeville, WI, where you can still take a tour of the airplane.

weekend in SW Wisconsin, there are many interesting attractions in the area. The nearest full service airport (with rental cars) would be Madison, Middleton (C29), but it is not far from McHenry County, about 125 sm, so it may be more practical to drive.

Here are some links to other fun and interesting area attractions:

- For more on the Don Q Inn, see: <http://www.donqinn.net/>
- Cave of the Mounds: <http://www.caveofthemounds.com/>
- Gov. Dodge State Park: <http://dnr.wi.gov/topic/parks/name/govdodge/>
- Shot Tower: http://en.wikipedia.org/wiki/Tower_Hill_State_Park
- House on the Rock: <http://www.thehouseontherock.com/>
- Frank Lloyd Wright's Taliesin: <http://www.taliesinpreservation.org/>
- Military Ridge Bike Trail, Dodgeville to

Madison, 40 sm.: <http://dnr.wi.gov/topic/parks/name/militaryridge/>

- Shulsburg, WI: <http://www.shulsburgwisconsin.org/>
- New Glarus, America's 'Little Switzerland' (five or six great German restaurants!): <http://swisstown.com/>

There are at least six free EAA electronic newsletters in addition to e-Hotline. To see them and subscribe go to the EAA web page at: <https://secure.eaa.org/newsletters/subscribe.html>



Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is the also the former Editor of TARPA Topics, the newsletter for active and retired TWA crew members.



Dodgeville Airport, date unknown, from an interesting site some of our older members might enjoy. It is an encyclopedia of 'abandoned and forgotten airfields': <http://www.airfields-freeman.com/>

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QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 Membership Chair, Ed Moricoli.

1. How long does the Airworthiness Certificate of an aircraft remain valid?
 - A. Indefinitely, unless the aircraft suffers major damage.
 - B. As long as the aircraft is maintained and operated as required by the FAA Regulations.
 - C. As long as the aircraft has a current Registration Certificate.
2. The minimum distance from clouds required for VFR operations on an airway below 10,000 feet MSL is;
 - A. 500 feet above, 1,000 feet below and 2,000 feet horizontally.
 - B. 500 feet below, 1,000 feet above and 2,000 feet horizontally.
 - C. Remain clear of clouds.
3. Except when necessary for takeoff or landing, what is the minimum safe altitude for a pilot to operate an aircraft anywhere?
 - A. An altitude of 500 feet above the surface and no

closer than 500 feet to any person, vessel, vehicle, or structure.

- B. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
- C. An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet.
4. Which VFR cruising altitude is appropriate when flying above 3,000 feet AGL on a magnetic course of 185 degrees?
 - A. 5,000 feet.
 - B. 4,500 feet.
 - C. 4,000 feet.
5. What regulation allows a private pilot to perform maintenance?
 - A. 14CFR Part 61.113.
 - B. 14CFR Part 91.403.
 - C. 14 CFR Part 43.7

Answers on page 8.

Mystery Airport: Get out your sectional or whatever other means you have access to and join in on finding the mystery airport at the coordinates below;

N41.8930
W89.0780
Variation W001.5

Send an email to Ed with your best guess at linejudge88@att.net.

Last month's winners were **Marty Seitz** and **Ed Brown** who correctly identified the town of Galt in California from the April Fools issue.



Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in a felony court

room for the McHenry County Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.



Ed Moricoli had this lovely plaque made with our chapter logo and you can see it hanging up in the FBO at Galt Airport.

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Po Guys Flight Control Gust Locks

By Captain Jeff Hill, Sr., TWA 1964
- 1997

When we are forced to tie-down our light plane at a destination for any period of time, an important part of securing the aircraft is locking the flight controls.

Many of the 'newer' aircraft have built-in gust locks, but if you are flying older machines, such as 'paper cubs' and 'air knockers,' try this cheap, light weight and durable control lock kit.

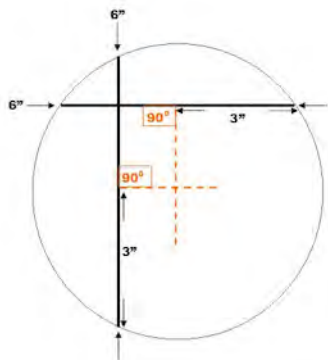
Lock the elevators by tying the stick back with a seat belt. Note that the seat belt won't do a very good job of securing the ailerons and the tail wheel steering springs aren't strong enough to secure the rudder.

As far as tie down kits go, I've found that you just can't beat 'The Claw,' available at both Sporty's (\$99.95) and Aircraft Spruce (\$84.95).

Try to tie-down so the airplane will be facing into any forecast strong winds.

Additional help from Jeff

One of the few things I remember from high school geometry: How to find the center of a circle. Draw two chord lines at approximately right angles of lengths easily divisible by two. At the half way points on the chord lines, take a protractor and draw the perpendicular bisectors. Where they cross is the center of the circle.



Supplies:

- 2 Frisbees (or similar flying discs)
- 1 ¼ inch bolt
- Some ¼ inch plastic tubing
- 2 fender washers with ¼ inch holes
- 1 wing nut

Instructions:

Drill a ¼ inch hole in the center of each Frisbee. The Frisbees can be either face to face or back to back as you wish. Use two 'fender washers' with ¼ inch holes and diameter of at least 1 inch. The plastic tubing is to protect the airframe from chafing by the steel bolt.



Jeff's Aeronca L-3 safely tied down with home-made gust locks (above) and what you get with "The Claw" aircraft tie-down kit (below).



Opinion: Declining demand for Flight Instructors

By Tom Solar

Tom wrote the following in response to an article by Terry Maxon published on dallasnews.com called "Cockpit conundrum: Shortage of pilot candidates puts a drag on regional carriers." Read the article at the following link:

<http://www.dallasnews.com/business/airline-industry/20140419-cockpit-conundrum.ece>

The growing shortage of aviation students is causing a decline in demand for flight instructors. With the declining demand for flight instructors there is a dwindling of pilots attempting to acquire their 1,500 hours via flight instruction. Demand will eventually correct this very real looming shortfall and Government, and airline financial measures will eventually be put in place as the ticket costs for commercial flights escalate. With this in mind, mentoring those we know who are actively pursuing an ATP career is important.

A problem which has a much higher priority is the current and ever growing cost of General Aviation flying. This has the strong and very real potential to DOOM General Aviation.

Allowing the current rules, regulators and legal personnel to show us the way is suicide.

Cessna, Piper, Lycoming and Continental have long deferred to the Corporate Board Room decisions of their Chief Financial Officers and legal staff and out priced the market concentrating on high margins and minimal risk; not empowering new engineers and new ideas with research dollars for lower cost aircraft, and new fuel efficient power plants. Jobs pay 3/4 what they did five years ago, yet fuel has escalated

in price as well as the small new GA aircraft inclusive of the LSA's.

What hope is there for the young aspiring pilots of today without strong advocates?

Where are the people who took risks like the Wright Brothers, Selfridge, Chanute, Curtis, Alexander Bell or Edison?

Edison advised Ford to "fight" the legal profiteers who were demanding a cut of his products. Ford found ways to reduce costs. What have the aviation production companies done? Nothing, they make excuses while GA is sinking.

Even the Wright Brothers used the patent laws to protect their deed and work for their own profit while holding back Aviation in this country. Curtis and the European manufacturers ignored the Wrights' outrageous financial demands for every aircraft manufactured and a cut of every flight exposition in this country. (Reference "Pendulum" by Jack Carpenter.) Eventually the US patent laws were changed. Shame on the Wrights - a legacy not known to most.

This downward spiral (death spiral) for General Aviation will not be solved by the Government, politicians or the FAA.

Once again it will be advocates of aviation who will arise to come to the aid of saving GA as has history has shown on all advocacy programs. That movement will come from grass roots leaders of our communities and associations.

Brainstorming solutions, choosing a course of action and acting upon those decisions.

Giving hope and financial solutions to young aviators.

Tom Solar

From the Editor:

I am but a humble private pilot but even I can see the writing on the wall. The skyrocketing cost of learning to fly is making it more and more difficult to persuade people to take up aviation as a hobby let alone as a career, where the up-front investment is by any measure just plain daunting.

It used to be so much easier to talk people who showed even the slightest interest in an airline career into taking the first step. They take a lot more convincing now that they have to pay for a four-year degree, all their ratings AND accumulate 1,500 hours of flight time before they are even considered by a regional airline, where they will earn around \$22,000 a year starting out as a first officer. Only a die hard aviation nut will view that as an attractive proposition.

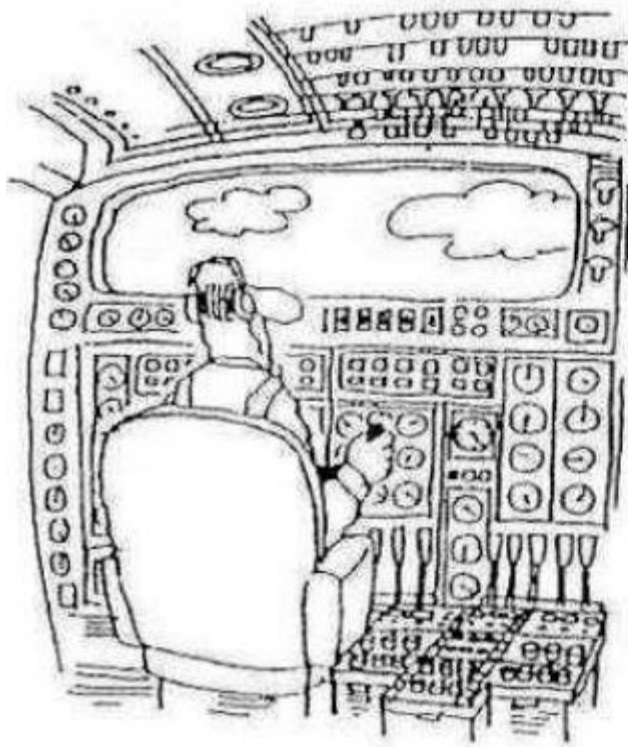
What you may not know is that even highly experienced pilots with thousands of flight hours get the same treatment from the airlines. One major airline pays new hires just \$35,000 for their first year even if they have many years of experience flying for a regional.

It's not just about the pay either. Working conditions for professional pilots are the worst they have ever been with long hours, crummy schedules and lots of commuting.

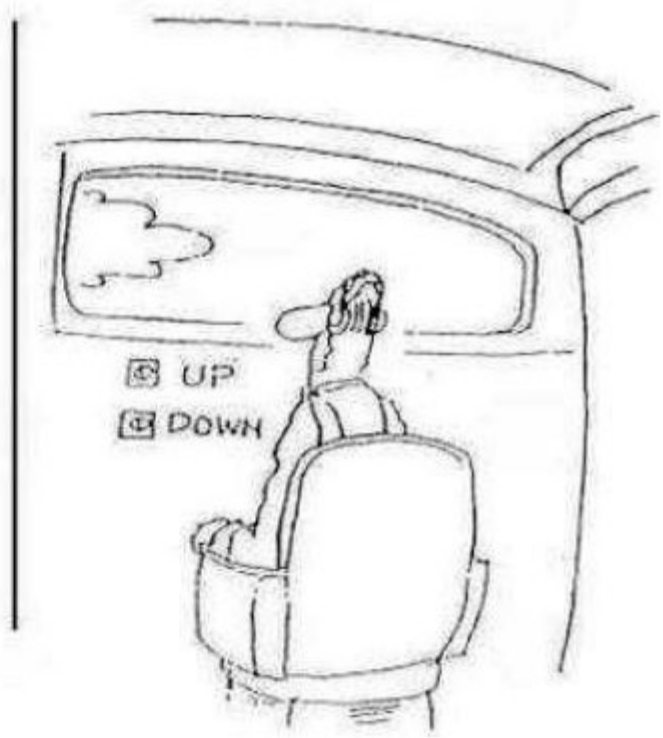
How are we supposed to promote aviation to young people faced with this disheartening reality?

Major changes are needed in the aviation industry to address the looming commercial pilot shortage that everyone is talking about. The EAA and AOPA are advocating for changes and that is a good start, but these grass roots organizations can't solve the problems alone. The FAA, aircraft manufacturers, airlines and unions will need to come together to develop a long term resolution.

Sadly, I seriously doubt they will do anything in time to avoid a disastrous industry meltdown.



1959—B-707



2020—B-797

Galt Traffic Classifieds

For Sale: Lennox LF 24 150A 150,000 BTU hangar heater. \$600.00 OBO. Heater can currently be seen in Hangar G6 at Galt Airport. Call Bill Laskey at (815) 459-5084 or email: wlaskey@sbcglobal.net.

For Sale: The "African Queen" air compressor. So called because it sounds like the "African Queen" when it runs. It looks like something put together by Rube Goldberg but it works!! It can be seen at hangar G6 at Galt Airport. \$25.00 OBO. Call Bill Laskey at (815) 459-5084 or email: wlaskey@sbcglobal.net.

Scrap Metal Recycling: Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at (815) 354-2973 to arrange collection.

For Sale: EAA Chapter 932 merchandize including coffee mugs for \$8.50, baseball caps for \$22 and Barnstormer t-shirts for \$17. All proceeds go the EAA Chapter. All of these products are available at chapter meetings and events and can be purchased from any board member.

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Scan this QR code with your smartphone to see a video of an Airbus A350 landing on the 6,500 foot runway at Cotswold Airport (EGBP) near Kemble in Gloucestershire.





Come Join Us!

**We Meet on the 2nd Saturday of every month
at 10 am in the FBO**

2014 Calendar of Events:

Saturday May 3rd:

Young Eagles Flights
Redbird Flight Simulator

June 28 and 29:

Barnstormers

Saturday July 19th:

Movie Night

Saturday August 9th:

Young Eagles Flights
Redbird Flight Simulator

Saturday August 23rd:

Flour Bomb Drop

Saturday September 13th:

Pilots & Puppies
Young Eagles Flights
Redbird Flight Simulator

Special Offer!!

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EAA Chapter 932, Inc.

Galt Airport
5112 Greenwood Road
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Membership Information:

Regular: \$20 per year

Spouse: \$10 per year

Family: \$10 per year

membership@eaa932.org

EAA Chapter 932 is looking for Aviation Enthusiasts! We are based right here at Galt Airport and our activities include:

- Young Eagles Flights
- Barnstormers—Our Vintage Fly-in
- Safety Seminars
- Flyouts to breakfast, lunch or other events
- Social Events—Movie Nights, Pancake Breakfasts, Murder Mysteries
- Chapter Build Projects

Why be a Chapter 932 Member?

- Get to know other Galt Pilots
- Fun activities, camaraderie and opportunities to explore different facets of aviation
- Guest Speakers and Educational opportunities at monthly meetings
- We have an extensive DVD Library for loan including Private and Instrument Training and many other topics
- We help the Community with Aviation related projects
- Free advertising in our Award Winning monthly Newsletter
- Free use of our Chapter's tent
- Opportunities to introduce others to aviation
- EAA National Student Scholarships available through Chapter 932
- Support General Aviation at Galt Airport





Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

We have all sorts of exciting news to report this month. First of all, JB Aviation's Flight Club is officially up-and-running! We got a little behind due to a recall from Garmin, but we've been working furiously to get caught back up.

As you can see, N4868E looks like a brand new plane and, with a new engine, interior, and avionics stack... it pretty much is! For a \$150 initial buy-in, and \$50 a month dues, you can become a member of our club - and rent our 172's for only \$95 an hour... and 182 for \$145!

If you'd like more information please visit our website, give us a call, or (better yet) stop by and take a look! Also, if you'd like one of our brochures to look over please send me an email and I'll be happy to drop one in the mail to you.

We also received some incredible news earlier this month from the Illinois Department of Transportation (IDOT). Galt Airport has been named the 2014 privately owned "Airport of the Year" for Illinois! Quite frankly, I'm still a little speechless over the whole thing... we are honored to say the least. We will be traveling to Collinsville, Illinois on May 14th to accept the award, and will write a full story next month to fill you in on all the details.

When I think back to where our airport was only a year ago today, I have to admit it's a pretty darn good feeling. We never would have gotten even close to this point without your support, and will be accepting this award on behalf of EVERYONE. Thank you to all of you for all you've

Answers to Quiz Time questions:

1) B 2) B 3) B 4) B 5) C



Some of you may have seen this at the Safety Seminar - Six Eight Echo's new panel is pretty impressive!

done to support JB Aviation, and Galt Airport. We've always known our airport was the best, but it's pretty cool to have the hardware to prove it!

Finally, some personal news. My wife, Erika, and I are expecting our first child (a girl) on October 3rd! We are both really excited. How soon do

you guys think her neck will be able to support headsets?! It's never too early to start, right? Haha.

Here's to another great flying season at Galt. I know I speak for all of us when I say we've been dreaming of May 1st for months... and it's finally here! Let's go flying!



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EAA Chapter 932 News

President's Message

From Bruce Schottland, President,
EAA Chapter 932

This winter felt like it was lasting forever. With all the severe cold and snow I hardly flew. But things are changing quickly. I noticed tonight that I have flown more in the last thirty days than I had in the three preceding months. But that's not all. I am starting to see all my airport friends popping up like spring flowers. Things are really picking up at 10C.

In fact, as many of you know we officially kicked things off with our annual spring safety seminar on April 12th. It was a big success. Our chapter even picked up a few new members.

This year **Scott Landorf**, the FAASTeam Safety Manager from the DuPage FSDO gave a presentation on pilot permitted aircraft maintenance under the FARs. That was followed up with a delicious, free lunch courtesy of the wonderful guys at JB Aviation. Then we finished off with a terrific demonstration of various maintenance tasks by **Brian Spiro** and **Troy Schlote** of JB Aviation. It was a pretty slick demonstration with all of the work being projected onto a large movie screen for all to see up close. Great job and thank you to all who were involved in this great event.

Just as soon as the seminar ended we started getting ready for our first and quite possibly our biggest yet Young Eagles Rally. The rally begins at 8:30 on May 3rd. Young Eagles Coordinatorextraordinaire, tireless chapter spokesperson and marketer, **Ed Brown**, has lined up a big group of kids eager to make their first flights. It's going to be an exciting day. As much as I love summer days lazing around Galt, I also love these big, busy events.

So it looks like all my winter whining is over. I'm done. It's warming up quickly and exciting things are happening around Galt Airport. In fact, just last Saturday I flew the cub with the door open for the first time this year. The 2014 summer flying season is off to a great start.



The Aerostars; Dave Monroe (left), Harvey Meek (center) and Paul Hornick



EAA Chapter 932 Young Eagles Galt Airport Saturday, May 3rd

Volunteer Briefing at 8:30 a.m.

Volunteers are needed to support the Chapter 932 Young Eagles rally on Saturday, May 3rd. This event is open to the public and is going to be widely publicized so we are expecting a great turnout.

We will need pilots and ground support volunteers to help with the following areas;

- Registrations
- Printing certificates
- Ramp safety
- Flight Sim Support

This year we are excited to have use of the **Aerostars** Sim Trailer with the Redbird Jay Simulators for our Young Eagles events. One member of this precision aerobatic demo team, **Dave Monroe**, keeps his Yak-52 at Galt Airport. We owe a very special thank you to the Aerostars (<http://teamaerostars.com>) for all their support.

For those of you who are unfamiliar with the EAA's Young Eagles Program, volunteer pilots provide a flying experience in a general aviation aircraft to young people between the ages of 8 and 17 free of charge. The program began in

July 1992 and the initial goal of the program was to fly one million children in time for the 100th Anniversary of Flight Celebration in 2003. Currently more than 1.8 million Young Eagles have been registered and over 42,000 EAA Member pilots have participated in the program.

For more information please contact EAA 932 Young Eagles Coordinator, **Ed Brown**, at (615) 542-2790 or youngeagles@eaa932.org

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Galt Airport / EAA 932 Calendar of Events

- May 3** Chapter 932 Young Eagles Rally at Galt Airport (10C), 10:00 a.m. - 2:00 p.m.
- May 4** Chapter 22 Fly-in/Drive-in Breakfast at Cottonwood Airport (1C8), 7:00 a.m. to 12:00 Noon.
- May 11** Chapter 1414 Mother's Day Pancake Breakfast and Young Eagles at Poplar Grove (C77).
- May 17** Chapter 790 Young Eagles Rally at Lake in the Hills (3CK).
- May 18** Chapter 15 Pancake Breakfast at Lewis University (LOT).
- May 10** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- June 14** Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- June 28-29** Barnstormer Days vintage fly-in drive-in at Galt Airport (10C).

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://www.generalaviationnews.com/calendar>

<http://www.fly2lunch.com>

<http://www.avweb.com/calendarevents>

<http://www.flyincalendar.com>

<http://www.flyins.com>

<http://socialflight.com/index.php>

<http://www.pilotsofamerica.com>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars. Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at <http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGS program. You can search for seminars by keyword or location at <https://www.faa.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

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Aviation Club Coordinator: John Theriault (815) 236-2445 jstheriault@dishmail.net

Young Eagles Coordinator: Ed Brown (615) 542-2790 youngeagles@eaa932.org

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Owners: Diane and Claude Sondag

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

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Anna Cooper: Office@galtairport.com

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AVGAS

Galt Tenant Price

\$5.41

(includes tax)

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2014 Summer Calendar EAA Chapter Events in the Chicago Area

May

- 3rd - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 4th - Chapter 22 Pancake Breakfast at Cottonwood Airport (1C8)
- 11th - Chapter 1414 Mother's Day Pancake Breakfast/Young Eagles at Poplar Grove (C77)
- 17th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 18th - Chapter 15 43rd Annual Pancake Breakfast at Lewis University Airport (LOT)

June

- 1st - Chapter 241 Pancake Breakfast at DeKalb Airport (DKB)
- 7th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 8th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 8th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 14th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 15th - Chapter 153 Father's Day Pancake Breakfast at Schaumburg Airport (06C)
- 22nd - Chapter 579 Young Eagles Special Event at Aurora Airport (ARR)
- 28th/29th - Chapter 932 Barnstormer Days Vintage Fly-in at Galt Airport (10C)
- 29th - Chapter 790 Pancake Breakfast at Lake in the Hills Airport (3CK)

July

- 12th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 13th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)

August

- 8th/9th/10th - Chapter 15 Boy Scouts Airfest at Lewis University Airport (LOT)
- 9th - Chapter 932 Young Eagles Rally at Galt Airport (10C)
- 10th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 16th - Chapter 241 Young Eagles Rally at DeKalb Airport (DKB)
- 17th - Lyons Club Pancake Breakfast at DeKalb Airport (DKB)
- 30th - Chapter 95 Fly-in/Open House at Morris Airport (C09)

September

- 13th - Chapter 95 Young Eagles Rally at Morris Airport (C09)
- 13th - Chapter 932 Planes and Puppies/Young Eagles Event at Galt Airport (10C)
- 13th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 14th - Chapter 1414 Pancake Breakfast/Young Eagles at Poplar Grove Airport (C77)
- 21st - Chapter 241 Pancake Breakfast at Hinckley Airport (0C2)

October

- 4th - Chapter 22 Fly-in Lunch at Cottonwood Airport (1C8)
- 11th - Chapter 95 Young Eagles at Joliet Airport (JOT)
- 11th - Chapter 790 Young Eagles Rally at Lake in the Hills Airport (3CK)
- 12th - Chapter 1414 Thank a Vet Pancake Breakfast at Poplar Grove Airport (C77)
- 18th - Chapter 579 Young Eagles at Aurora Airport (ARR)

Visit the chapter websites for more information about each event.



www.eaa.org



www.eaa95.org



153.eaachapter.org



www.eaa932.org



790.eaachapter.org



1414.eaachapter.org



www.eaa579.org



15.eaachapter.org



www.eaa241.org



www.eaa22.org